

# SR 400 INFRA Grant

SUMMARY

## The Atlanta Region and the SR 400 Express Lanes Corridor:



THE ATLANTA REGION:

### A MAJOR HUB

With significant **traffic delays** affecting **all users**  
(*National Freight Strategic Plan*)



UP TO

# 230,000

Average **annual daily traffic count** on SR 400

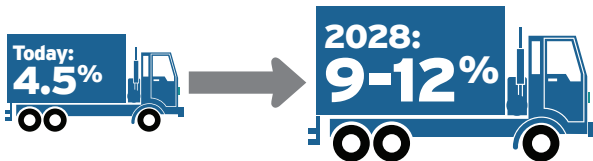


# 3,500

Daily **transit riders** in corridor



Corridor segments with  
**crash rates above statewide averages**



Increase in **freight traffic** in the region by 2040  
(*Atlanta Regional Commission*)

# 56%

Increase in **freight traffic** in the region by 2040  
(*Atlanta Regional Commission*)

# 65

**Lane miles added** to SR 400  
Corridor by the SR 400 Express  
Lanes Project

# 18%

**Reduction in delay** provided by  
SR 400 Express Lanes Project  
(*Cambridge Systematics*)

## SIGNIFICANT DEVELOPMENT

in SR 400 Corridor:  
**Perimeter & Avalon Mixed Use**

### Georgia:



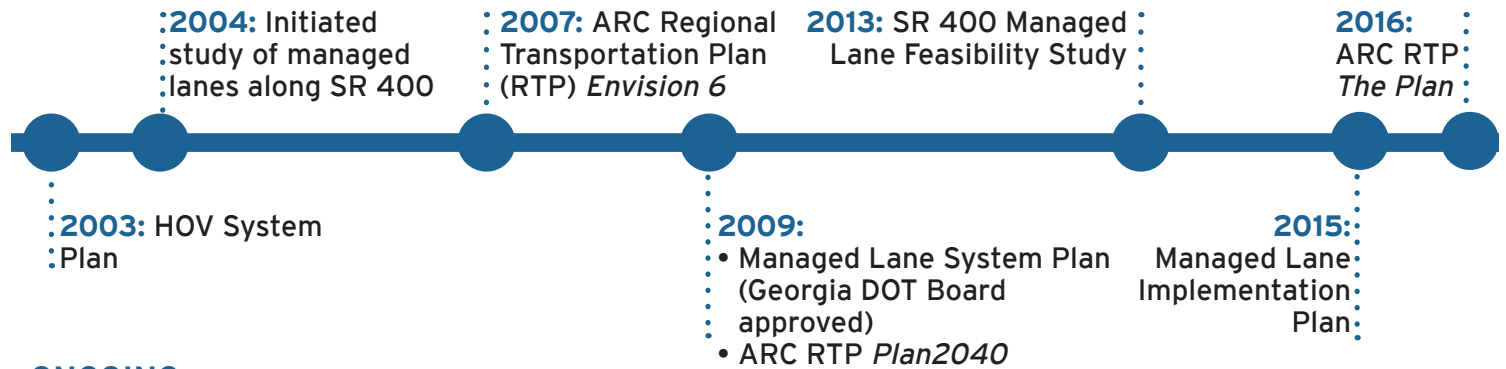
- **8th most populous state**
- **9th highest state gross domestic product**
- **10th largest state transportation system**

### Atlanta:



- **4th most congested U.S. city**
- **9th most congested worldwide**
- **10th top metropolitan GDP**
- **11th top U.S. manufacturing employment center**

## History of SR 400 project and access points study



### ONGOING:

Further refinement of access points as part of MMIP

## Broader Context and Regional Coordination



Major Mobility Investment Program (MMIP)



GEORGIA  
**Express Lanes**  
I-285 Top End



## Local Government and Transit Coordination



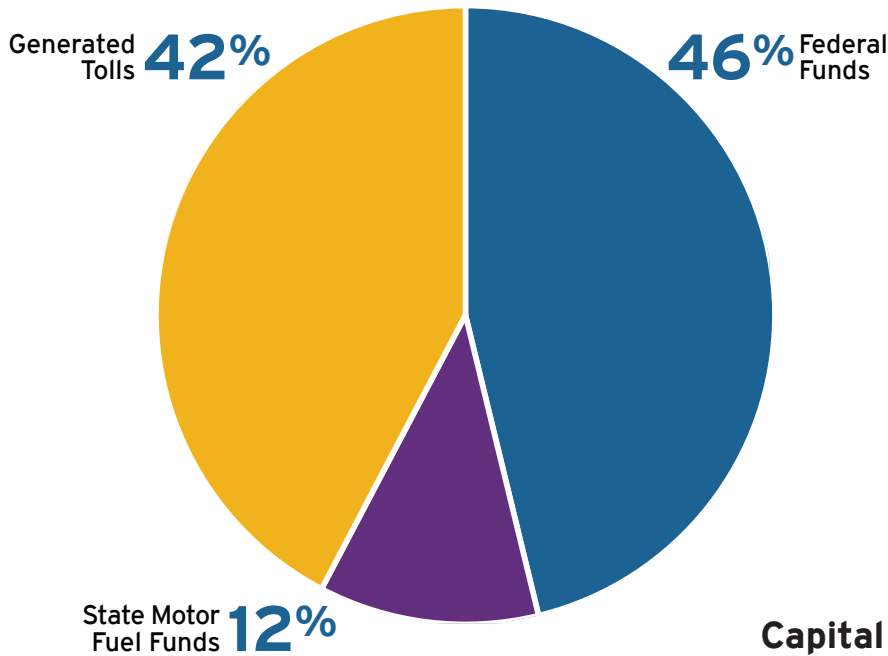
### Collaboration with Transit Partners:

- **Extensive coordination with MARTA** on options for Bus Rapid Transit (BRT) and inline bus stations
- Project plans developed in a way that **future transit options in the corridor are not precluded**

Coordination meetings regarding project plans, potential access points, and local project updates are ongoing and will continue through the life of the project.

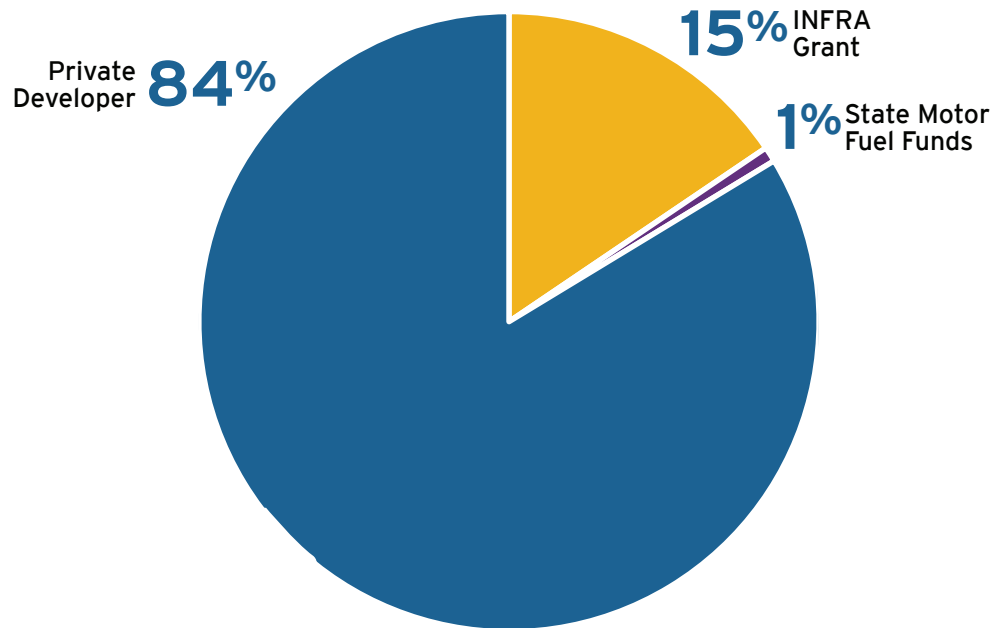
## Cost Information and Projections

### Annual Financing, Operations, Maintenance

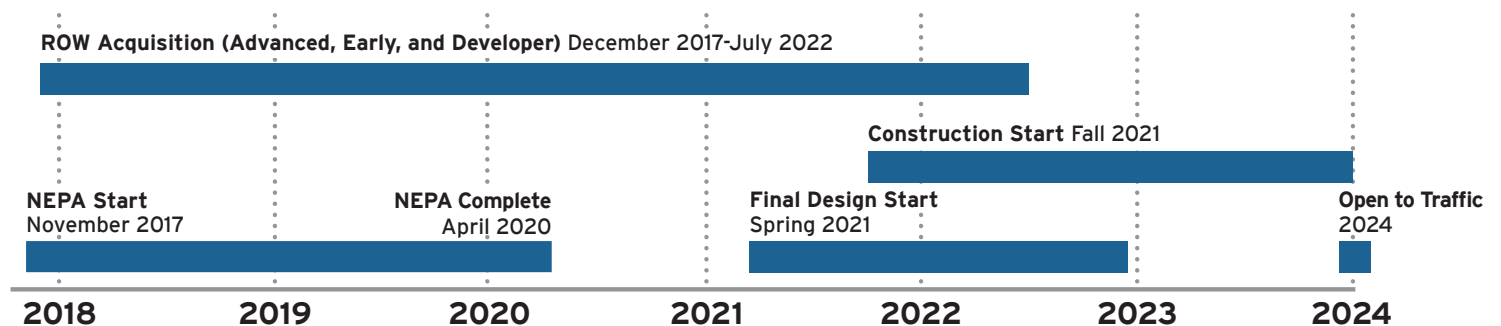


**Total Project Cost**  
**\$1.8B**

### Capital Funding Sources



## Project Schedule



## Summary of Benefits

### SR 400 Express Lanes Project Meets all INFRA Merit Criteria

#### National & Economic Vitality



- Express lanes save nearly 19 minutes during peak hours
- Passenger & Driver travel times savings
- Part of MMIP projects to reduce delay statewide by 5%

#### Leveraging Federal Funds



- Only 15% federal funds requested for capital costs
- 84% of capital costs covered by Private Developer

#### Innovation



- Streamlined environmental process
- Design-Build-Finance-Operate-Maintain contract to reduce Georgia DOT risk and fast-track project opening to 2024

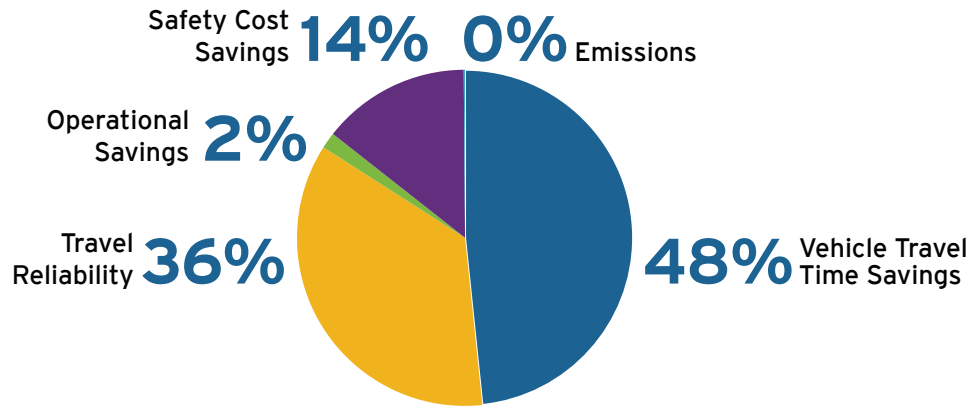
#### Performance & Accountability



- Private developer will have to keep roadway up to standards to receive annual payments
- Part of Governor Deal's transportation promise with publicly available data on performance and delivered projects

Quantifiable Benefit	Type of Impacts	Population Affected	Summary of Economic Benefits (\$2016 Base Year)
<b>Reduction in travel time</b> 	<ul style="list-style-type: none"> <li>Reduced travel time for passenger cars in general purpose and express lanes</li> <li>Reduced travel time for freight vehicles in general purpose lanes</li> <li>Reduced travel time for transit vehicles in express lanes</li> </ul>	Personal, transit, and freight travelers along corridor	<ul style="list-style-type: none"> <li><b>\$97.8M</b> in passenger vehicle driver time in 2025 and <b>\$244.1M</b> in 2059</li> <li><b>\$5.4M</b> in freight driver time in 2025 and <b>\$19.5M</b> in 2059</li> <li><b>\$2.6M</b> in transit time in the opening year and <b>\$5.1M</b> in 2059</li> <li>Express lanes save nearly <b>19 min.</b> in the opening year and <b>25 min.</b> in the design year during the peak periods</li> </ul>
<b>Travel time reliability</b> 	Increased reliability and reduction in planning time due to faster travel time for passenger cars, freight and transit	Personal and transit travelers along corridor	<ul style="list-style-type: none"> <li><b>\$95.0M</b> in reliability benefits in 2025 and <b>\$140.5M</b> in 2059</li> </ul>
<b>Increased throughput</b> 	<ul style="list-style-type: none"> <li>Increased transit ridership along corridor</li> <li>Increased truck mobility</li> <li>Increased overall personal vehicle throughput</li> </ul>	Personal, transit, and freight travelers along corridor	The daily throughput increases by <b>nearly 14%</b> in the design year
<b>Reduce traffic fatalities and serious injuries</b> 	<ul style="list-style-type: none"> <li>Reduced crashes</li> <li>Reduced fatalities</li> <li>Reduced serious-injury crashes</li> </ul>	Personal, transit, and freight travelers along corridor	<b>\$18.5M</b> in total crash reductions in 2025 and <b>\$34.1M</b> in total crash reductions in 2059
<b>Operating cost savings</b> 	Operating cost savings due to faster travel time for passenger cars, freight and transit	Personal, transit, and freight travelers along corridor	<b>\$3.4M</b> in operating cost of passenger car, freight and transit in 2025 and <b>\$8.8M</b> in 2059
<b>Improve public health in the corridor</b> 	<ul style="list-style-type: none"> <li>Reduction in noise pollution</li> <li>Reduction in emissions</li> </ul>	Travelers along corridor and nearby residents	<b>\$259K</b> in emission reductions in 2025 and <b>\$744K</b> in 2059

## Benefit Cost Summary



### Benefits



**Improves interactions between roadway users**, reducing the likelihood of derailments or high consequence events



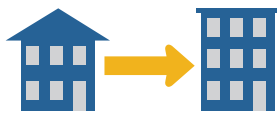
**Eliminates bottlenecks** in the freight supply chain



**Ensures or restores the good condition of infrastructure** that supports commerce and economic growth



**Sustains or advances national or regional economic development** in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people



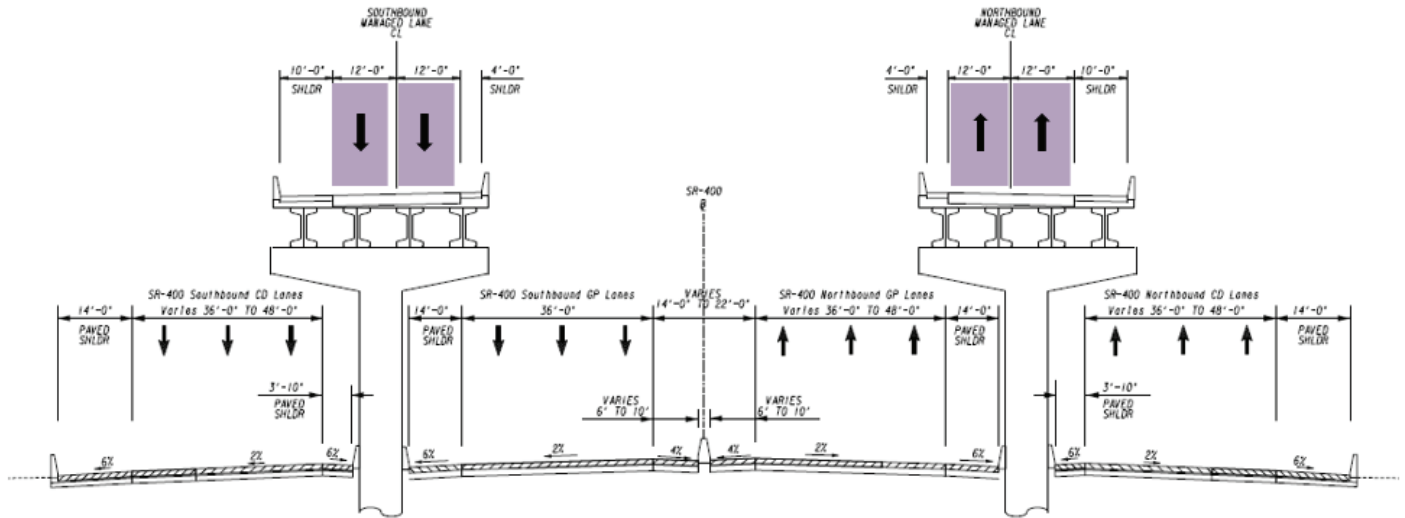
**Reduces barriers separating workers from employment centers**, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.



The express lanes **provide more reliable trip times** for motorists and allow transit riders and registered vanpools to ride in the express lanes at no additional cost.

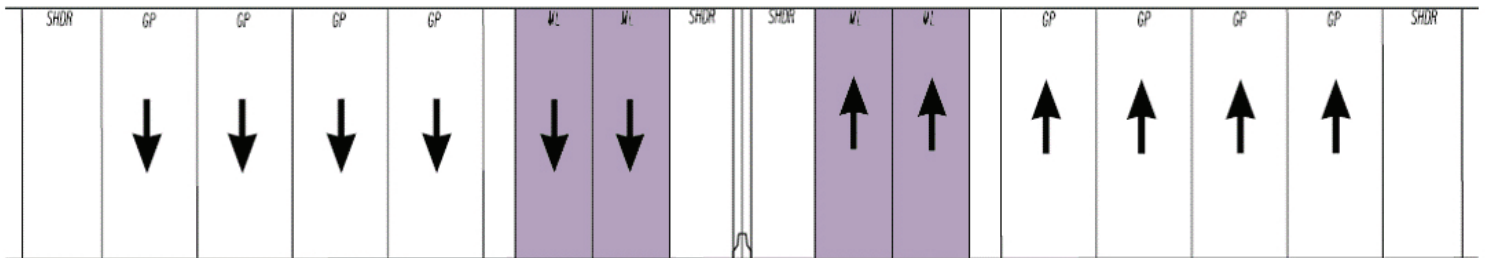
# SR 400 Typical Sections

## I-285 North to Spalding Drive (Purple indicates Express Lane)



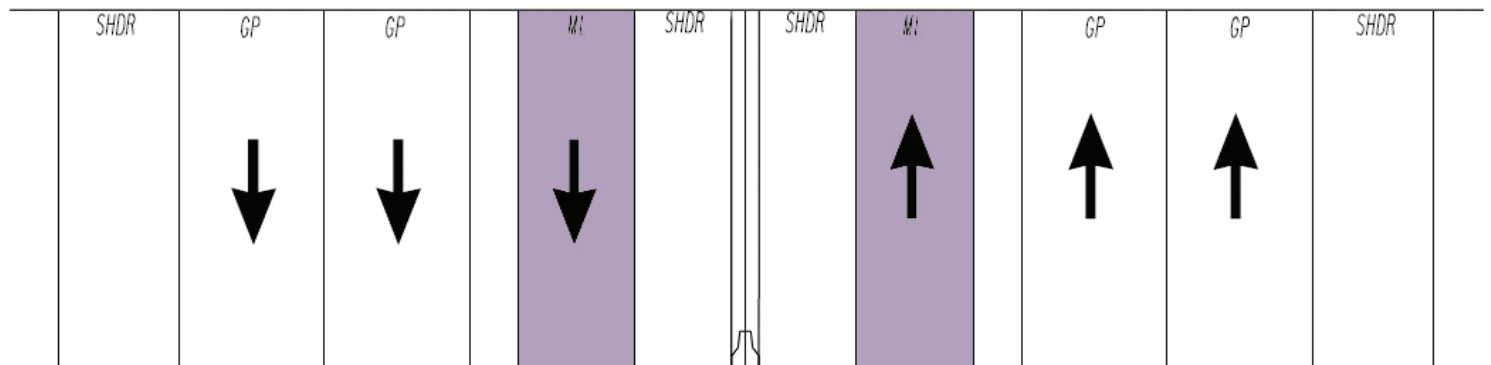
**TYPICAL SECTION**  
PROPOSED SR 400 AERIAL MANAGED LANES  
& SR 400 COLLECTOR DISTRIBUTOR SYSTEM

## Spalding Drive to McGinnis Ferry Road (Purple indicates Express Lane)



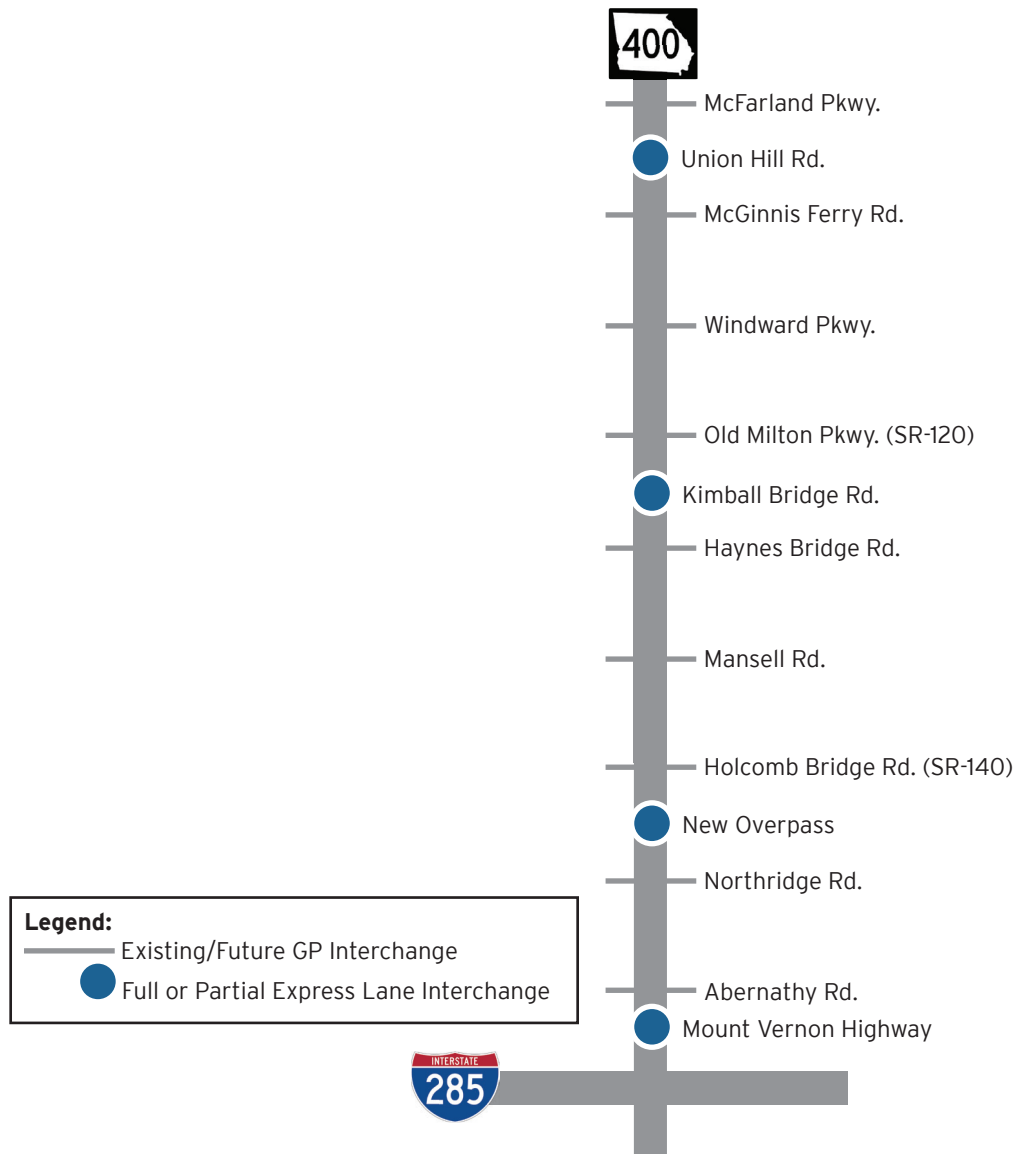
**BI-DIRECTIONAL**  
(BUFFER SEPARATED)  
MANAGED LANES

## McGinnis Ferry Road to McFarland Parkway (Purple indicates Express Lane)



**BI-DIRECTIONAL**  
(BUFFER SEPARATED)  
MANAGED LANES

# SR 400 Managed Lane Proposed Access Points



**Disclaimer:** The information provided herein is preliminary and in draft form. The information was originally compiled for the Georgia Department of Transportation (Georgia DOT) for governmental purposes. Georgia DOT expects that this information will be superseded by more accurate and complete information in the future. Therefore, Georgia DOT nor its representative makes no representation or warranty, express or implied, as to the accuracy, usefulness, completeness, reliability, or suitability of this information for any purpose and disclaims any liability for omissions or errors that may be contained therein.

# The Commissioner's Report

## I-285/SR 400 Interchange and SR 400 Collector-Distributor Lanes Pls 0000784, 721850, and 0013546 Fulton and DeKalb Counties

### *Schedule:*

December 10, 2015	Apparent Best Value Proposal Selection
January 4, 2016	ATC Payments to Unsuccessful Proposers
January 21, 2016	GDOT and SRTA Boards Approve Contract
January 21, 2016	GDOT and SRTA Boards Execute 'Estate for Years'
February 8, 2016	Commercial Close
April 12, 2016	Submittals Review Services Contract Execution
April 26, 2016	Owner's Verification Firm (OVF) Contract Execution
April 8, 2016	Financial Close
April 11, 2016	Notice to Proceed 1 (NTP 1) for Final Design
April 15, 2016	Project Kick-off Meeting
May 11, 2016	NTP 1 + 30 Submittals
June 10, 2016	Complete Project Office Set up
June 11, 2016	NTP 1 + 60 Submittals
June 30, 2016	Complete 721850- RW Acquisition
July 11, 2016	NTP 1 + 90 Submittals (Preliminary Baseline Schedule delayed)
August 11, 2016	NTP 1 + 120 Submittals
October 11, 2016	NTP 2 for Construction (extended until Tuesday following 10/8)
November 3, 2016	Ground breaking Ceremony
December 31, 2016	Complete 0000784 RW Acquisition
January 26, 2017	GDOT/NPC Partnering Meeting
February 8, 2017	NTP 2 + 120, Begin Major Construction Activities
February 9, 2017	Noise Outreach Meetings
March 10, 2017	Extended Noise Vote Deadline for walls along SR 400
March 31, 2017	Begin Mt. Vernon Road Bridge (Sub-Segment 2E, Stage 1)
April 15, 2020	Substantial Completion - NTP 1 + 1,465 Days
June 20, 2020	Final Acceptance - Substantial Completion + 65 Days

### *Next Milestones:*

- Providing project team and public access to archival video system
- Completion of utility relocations at Mt. Vernon Road
- Major bridge construction at Mt. Vernon Road - Caissons for median bent
- Start of utility relocations at Lake Forrest Drive

### *Current Activities (Construction):*

- I-285 (Segment 1)
  - Sub-Segment 1A
    - Phase 0 - I-285 Clearing and Grubbing
      - Area E2 - Lake Forrest to Roswell Road
      - Area W3 - 285 from Glenridge to Long Island
  - Sub-Segment 1B
    - Phase 0 - I-285 Clearing and Grubbing
      - Area W4 - 285/400 NW quadrant
      - Area E5 - North of Johnson Ferry
      - Area I - 285/400 between ramps and mainline
      - Area E4 - South of Johnson Ferry
      - Area W5 - 285/400 NE quadrant



## The Commissioner's Report (Con't)

- Sub-Segment 1C
  - Phase 0 – I-285 Clearing and Grubbing
    - Minimal at this time
- Other Items
  - None at this time
- SR 400 CD (Segment 2)
  - Sub-Segment 2E
    - Phase 0 – SR 400 Clearing and Grubbing
      - Southbound 400
        - Complete except for near COA leak repair at Spalding
      - Northbound 400
        - Complete except for near COA leak repair at Spalding
    - Phase 1, Area 1 - Mt Vernon Road Bridge
      - Utility relocations
      - Traffic shifts on 400 and Mt. Vernon to prepare for median bent caisson construction
  - Other Items
    - COA and NPC working to repair leak/relocate water line at Spalding

### ***Next Activities (Pre-Construction):***

- Sub-Segment 1A, Released for Construction (RFC) plans
- Sub-Segment 1B, RFC plans
- Sub-Segment 1C, RFC plans
- Sub-Segment 2E, Area 2, RFC plans
- Sub-Segment 2E, Areas 3, 4 and 5, Final plans and RFC plans

### ***Next Activities (Construction):***

- Segment 1, Phase 0 – I-285 Clearing and Grubbing
  - Area E4 – E7 – 285 EB
  - Area W1 – W3, W6 and W7 – 285 WB
  - Utility relocations at Lake Forrest Drive
- Sub-Segment 2E, Area 1 – Mt. Vernon Road Bridge
  - Begin construction of northern half of new bridge

### ***Budget Status:***

- Original bid: \$459,949,588
- Interest rate protection savings: \$2,352,707 (reflected in final payment)
- DBF contract cost: \$457,596,881
- The new total project cost is: \$763,556,716
  - DBF contract cost (see above)
  - Prior Agency Costs - \$34,329,388
  - Current Agency Costs - \$78,900,000
  - 0000784, RW - \$128,146,955
  - 721850- RW - \$19,826,492
  - Compensation Events/Other Contingencies - \$44,757,000
- Twenty certificates totaling \$66,628,897 have been approved
- Eleven certificates totaling \$37,718,026 have been paid
- One Supplemental Agreement is being executed in the amount of \$0
- GDOT will make the final payment to the DBF P3 in 2022